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ATTACHMENT 3

POTENTIAL LANDING SITES

1. Design and requirements for military heliports are specified in Figure 1, Appendix III, Change 3, to U. S. Army Engineering Manual 1110-3-311 dated 15 June 1957 (attached).

2. Helicopter flights to the Washington National Airport, Friendship National Airport, Baltimore, Andrews Air Force Base and Bolling Air Force Base may be made with prior arrangement with airport authorities. Additional potential landing sites for Agency use are:

a. New Headquarters Building - A suitable landing surface can be prepared as part of the auxiliary parking lot planned west of the building and scheduled for completion during March 1962. The 100 by 100 foot (load bearing capacity 15,000 lbs. per square foot) concrete pad specified in the cited engineering manual can be constructed at little or no additional cost, if accomplished at the same time that the remainder of the parking lot is paved. If construction of the landing pad is deferred until completion of the parking lot or is located in an unprepared area requiring grading, the cost will be approximately \$12,000. Even though the decision is made not to establish an Agency helicopter service immediately, the landing pad should be constructed for possible future use. If no requirement develops, the landing area can be used for the original purpose of parking cars. If the landing pad is used for helicopter operations, the capacity of the parking lot will be reduced by approximately 100 cars.

Note: The roof of the new CIA headquarters building is not suitable for a heliport since the roof is stressed for only 40 lbs. per square foot loading.

b. The White House - The area bounded on the west by the Potomac River, on the south by Independence Avenue, on the east by First Street, S. E. and on the north by K Street, N. W., is a prohibited area and only special flights to the White House and to one or two other locations (none close to the Tidal Basin) are presently permitted. Only aircraft of the Executive Helicopter Company, Davidson Army Air Field, are permitted to land at the White House. Requests for landing clearance at the White House are referred to the President's Naval Aide. With rare exceptions, the helicopter landing privilege at the White House has been reserved for the President only. Historically, requests from other Government agencies for helicopter landing clearance have been denied.

c. Rotonde Park (Soccer Field on Ohio Drive) - Occasional landings may be feasible without surface preparation but continued use requires a concrete pad. Use of a grassed area for landings for approximately three consecutive days destroys grass cover creating a dust hazard. Possible use of this site has not been cleared with the Director of the National Park Service.

d. The Hill Area (Administration Building) - The heliport at 26th and G Streets utilized by the Pilgrim Helicopter Service, Inc., is the only prepared site near this location. The roof of the new State Department building was designed to support a heliport. Coordination with the Chief, Building Management Division, State Department, determined that completion of the roof heliport is being held in abeyance for an undetermined length of time.

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e. [REDACTED] - The roof of this building is not suitable for a helicopter landing area without extensive additional construction. No ground level area is presently available in the vicinity. With additional time for study, a nearby site could possibly be developed.